

Chapter 4: Existing Road Network

4.1 Major Roadways in Corridor

Route 7 from Norwalk to New Milford is a heavily traveled road with peak period congestion. Traffic volume at various points along the corridor as well as accident information is discussed in the following section. Route 7 is a 2-lane surface road for most of its length, but has two expressway sections in Norwalk in Danbury. Route 7 runs concurrently with I-84, U.S. 6 and U.S. 202 in Danbury. There are also sections of the Route 7 corridor in southern New Milford that have been widened to 4 lanes. Major roadways that intersect the Route 7 corridor include I-95 and the Merritt Parkway (Rt 15) in Norwalk, Route 106 in Wilton, Routes 57, 107, and 53 in Branchville/Georgetown, Routes 102, 33 and 35 in Ridgefield, and I-84 and Routes 6 and 202 in Danbury.

The Route 7 corridor, a major commuting corridor in southwest Connecticut, experiences peak period congestion at several points along its length. Travel speeds at points during the peak period range from highway speeds of over 55 MPH down to barely moving at under 20 MPH. Congestion mitigation is a primary goal for the roadway and efforts have been made to increase travel speeds by constructing new highway sections and reducing the number of vehicles on the roadway, among other efforts. This section quantifies travel speeds along the roadway in the corridor.

The South Western Regional Planning Agency (SWRPA) conducted travel time monitoring along the Route 7 corridor from Danbury to South Norwalk in the spring of 2009. From this data collection effort, average travel speeds for segments of the roadway were calculated. Figure 18 and Figure 19 show travel speeds by segment in the southbound morning peak and the northbound afternoon peak periods. Table 30 and Table 31 show travel times and travel speeds between Danbury and Norwalk during the same periods. In general, speeds less than 40 MPH are more frequent than speeds over 50 MPH.

In the morning peak period in the southbound direction, the congested areas are worst in central Danbury, then in central Wilton, and at the Wilton and Norwalk border. There are other smaller pockets of slower travel speeds at the border of Ridgefield and Wilton and in downtown Norwalk. In the northbound direction during the afternoon peak period, the slowest travel speeds are found at the north end of Norwalk and in central Wilton. Other slow pockets are found at the border of Wilton and Ridgefield and in central Danbury. When looking at both peak periods together, the section of Route 7 with the largest amount and longest stretch of the slowest travel speeds is located throughout Wilton.

Currently several attempts are underway to ease congestion and additional efforts are planned for the future. Route 7 is being widened in Wilton, Ridgefield and Danbury. Also, a Route 7 Bypass is under construction in Brookfield, which will extend this expressway section to the New Milford line. The Bypass will dramatically decrease traffic volumes in this region north of Danbury. Historically, plans for a US 7 Expressway to replace the entire length of existing Route 7 from Danbury to Norwalk have circulated through state and local government, but are currently on hold.

Alternatives to single vehicle occupancy are also available in the corridor. Park and ride lots and bicycle and pedestrian facilities are described below. Transit alternatives for both express bus and local bus service are described in the discussion of individual rail stations. Overall, Housatonic Area Regional Transit (HART) and Norwalk Transit District (NTD) operate local bus service from most rail stations into the surrounding communities. Also, HART and NTD operate Route 7 Link regional bus service in the Route 7 corridor from Danbury to Norwalk.

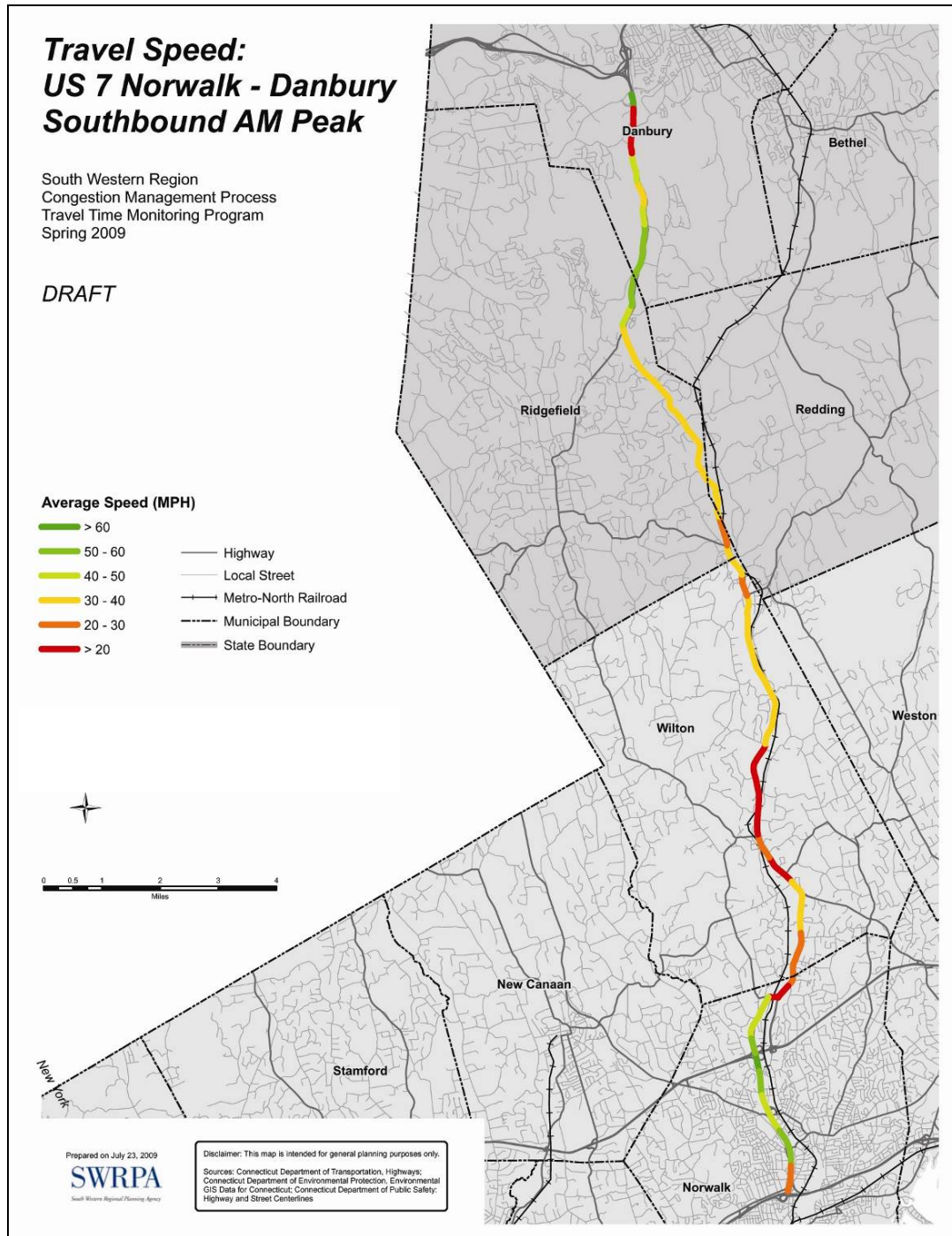


Figure 18: Travel Speed, Norwalk to Danbury (southbound)

Table 30: Travel Time and Speed, Norwalk to Danbury (southbound)

Travel Time (minutes.seconds)			Speed (MPH)		
Mean	Minimum	Maximum	Mean	Minimum	Maximum
43.48	31.27	55.32	28	22	39

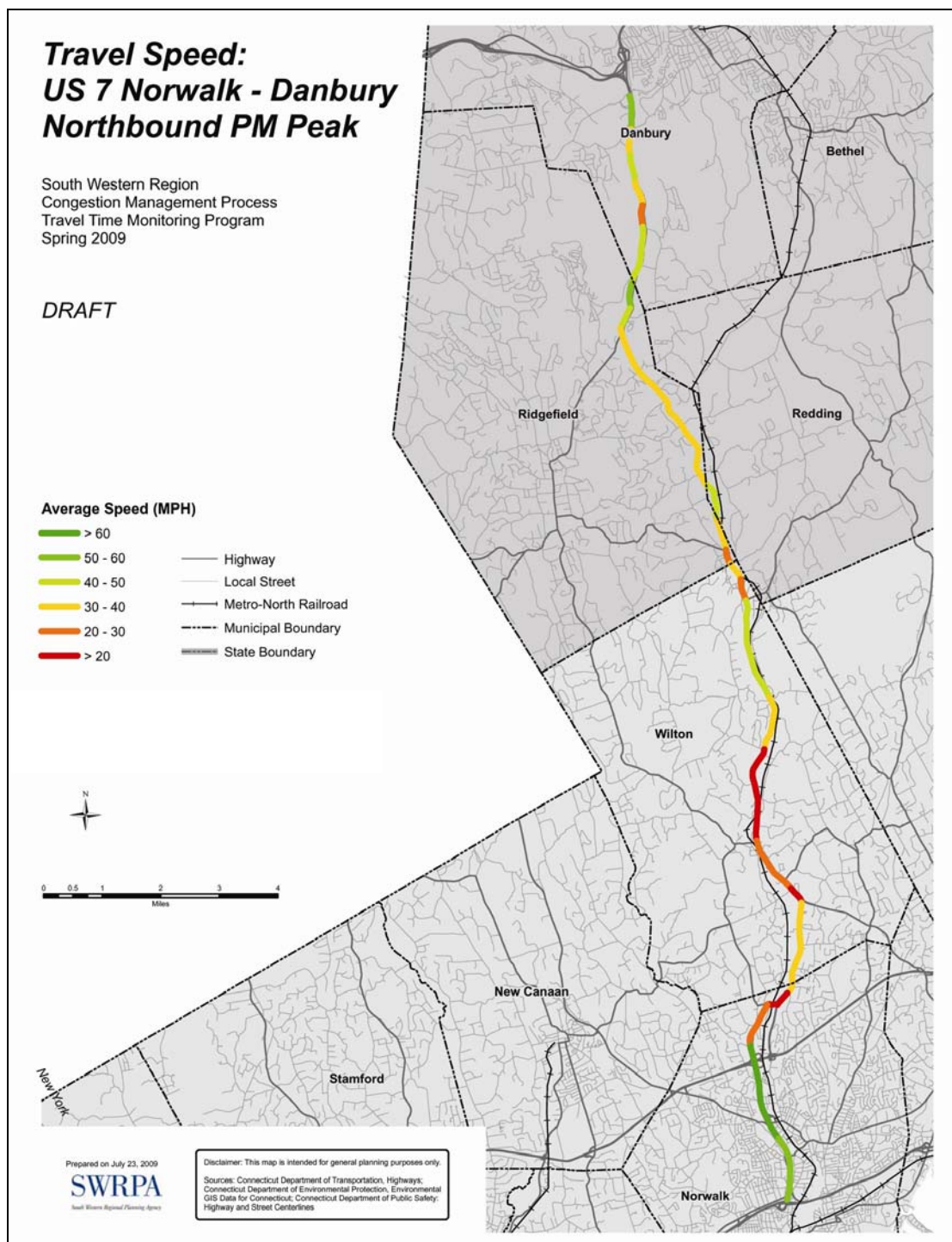


Figure 19: Travel Speed, Norwalk to Danbury (northbound)

Table 31: Travel Time and Speed, Norwalk to Danbury (northbound)

Travel Time (minutes.seconds)			Speed (MPH)		
Mean	Minimum	Maximum	Mean	Minimum	Maximum
42.18	32.32	63.41	29	19	38

4.2 Major Roadways in Vicinity of Danbury Branch Stations

The Danbury Branch Line currently serves seven stations running northward along Route 7 from the South Norwalk Station: Merritt 7 (Norwalk), Wilton, Cannondale (Wilton), Branchville (Ridgefield), Redding, Bethel, and Danbury. This chapter summarizes the current situation regarding highway conditions and plans for each of the existing stations.

The following information was received from the Connecticut Department of Transportation (ConnDOT), South Western Regional Planning Agency (SWRPA), Housatonic Valley Council of Elected Officials (HVCEO), private developers, and the towns of Norwalk, Wilton, Ridgefield, Redding, Bethel, and Danbury. From ConnDOT, two types of roadway information were collected for all of the local intersections used to access the existing stations and all proposed station sites. These types of data were accident data for the period October 1, 2003 to September 30, 2007 and Average Daily Traffic Volume (ADT) for 2008, 2015, and 2030.

South Norwalk Station

The South Norwalk Rail Station is located at 29 Monroe Street and 1 Chestnut Street (Figure 20). Parking is operated by the City of Norwalk and, as of September 2006, had 754 spaces. The parking rates are \$70 monthly and \$7 daily. There are 160 people on the waiting list, with an average wait time of 12-18 months.

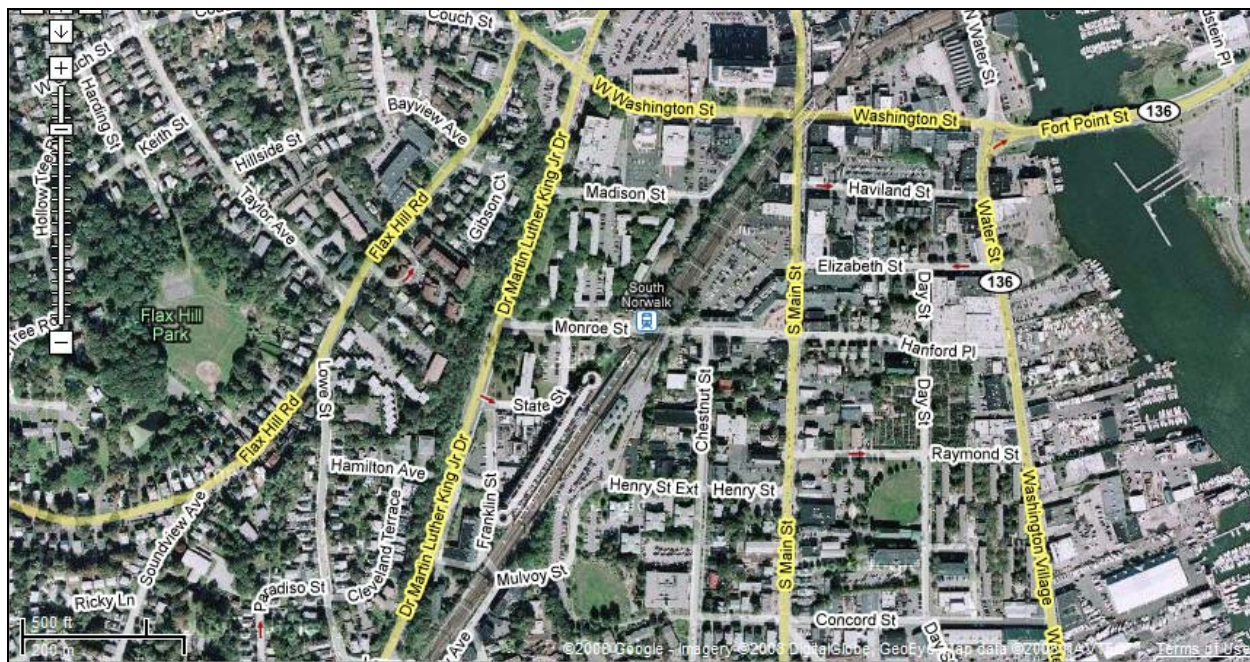


Figure 20: South Norwalk Station Location

Traffic Conditions

The average daily traffic volumes (ADT) for roads in the vicinity of South Norwalk Station in 2008 are listed in Table 32.

Table 32: Traffic at South Norwalk Station

<u>Road</u>	<u>Segment</u>	<u>2008 ADT</u>
Monroe St	Between S Main St & Dr Martin Luther King Jr Dr	5,800
S Main St	Between Monroe St & Raymond St	9,800
Dr Martin Luther King Jr Dr	Between Monroe St & State St	13,100

Accident data from 2003 to 2007 was collected from ConnDOT for all intersections used to access South Norwalk Station. Table 33 lists the numbers of accidents at each of these intersections over the period. Figure 21 shows this data on a map. The intersection closest to the station, Monroe Street & Chestnut Street, recorded the highest number of accidents over the period. Monroe Street at MLK Drive and State Street also recorded high numbers of accidents.

Table 33: Accidents Recorded near South Norwalk Station, 10/1/03 to 9/30/07

<u>Intersection</u>	<u># Accidents</u>
Monroe St & Chestnut St	18
Monroe St & Dr Martin Luther King Jr Dr	14
Monroe St & State St	13
Chestnut St & Henry St Ext	8
Henry St & S Main St	8
Bates Ct & Dr Martin Luther King Jr Dr	6
RR Depot	6
Monroe St & S Main St	5
Bates Ct & Franklin St	1
Franklin St & Dr Martin Luther King Jr Dr	0
Mulvoy St & Ely St	0
Mulvoy St & Franklin St	0



Figure 21: Traffic Conditions, South Norwalk Station

Future Development/Improvement Projects

According to the Norwalk Department of Public Works, there are no planned or programmed developments or improvements in the immediate vicinity of the South Norwalk Rail Station, but there are several projects that will impact traffic at the station. These include a 300-unit apartment building near Burnell Boulevard and Belden Avenue, railroad bridge construction between North Water Street and West Avenue, and residential and mixed use redevelopment at the Isaac Street parking lot on the south side of Wall Street.

The City of Norwalk also has planned road paving improvements, but none in the vicinity of the Rail Station.

Merritt 7 Station

The Merritt 7 Rail Station is located at the Merritt 7 Business Complex at 1 Glover Ave in Norwalk. Figure 22 provides an aerial view of the station and its surroundings. The parking at the station is privately operated and has 88 available spaces. There is no charge for the parking at the station and no waiting list.

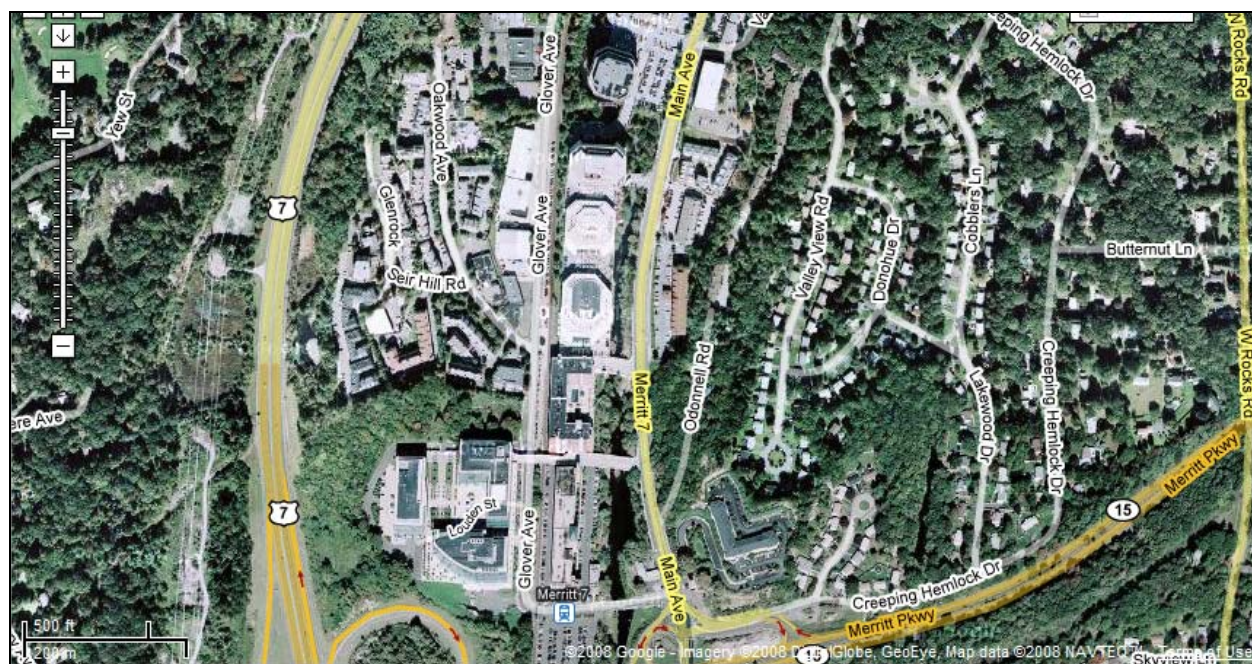


Figure 22: Merritt 7 Station Location

Traffic Conditions

The average traffic volumes for the intersections that are used to access the Merritt 7 Station are listed in Table 34. The table includes 2008 volumes and projected volumes for 2015 and 2030. The table includes daily totals as well as morning peak volumes.

On Route 7 in the vicinity of the Merritt 7 Station, there are approximately 20,000 vehicles using that stretch of road on a daily basis in 2008. This number is expected to surpass 25,000 vehicles by 2030. During the morning peak period, there are approximately 2,500 vehicles on Route 7 in the vicinity of the Merritt 7 Station. On Glover Avenue, the road on which the station is located, there are approximately 5,000 daily vehicles in the northbound direction and 2,500 vehicles in the southbound direction in 2008, with 600 and 400 vehicles, respectively, during the morning peak. These traffic volumes are also expected to increase through 2030.

Table 34: Traffic at Merritt 7 Station

Merritt 7 Station (access from North/Grist Mill)							
<u>Overall Description of Station Access</u>	Name of Road	2008 ADT	AM Peak	2015 ADT	AM Peak	2030 ADT	AM Peak
<i>Main Road</i>	US Route 7 (S of intersection)	19,900	2,320	21,900	2,550	24,400	2,850
<i>Station Road</i>	Glover Avenue	2,450	430	2,700	470	3,000	520
<i>Turns into Station Road</i>	from East	550	110	600	120	700	140
<i>from Grist Mill Rd</i>	from West	1,900	320	2,100	350	2,300	380
<i>Turns out of Station Road</i>	to East	550	80	600	90	700	180
<i>onto Grist Mill Rd</i>	to West	1,300	100	1,400	110	1,600	120
Merritt 7 Station (access from South/Rt 719)							
<u>Overall Description of Station Access</u>	Name of Road	2008 ADT	AM Peak	2015 ADT	AM Peak	2030 ADT	AM Peak

Main Road	US Route 7 (N of intersection)	19,600	2,460	21,900	2,700	23,800	3,020
Main Road	US Route 7 (S of intersection)	21,800	2,460	24,000	2,670	26,600	3,000
Station Road	Glover Avenue	5,000	590	5,500	650	6,200	660
Turns into Station Road	from South	3,700	450	4,100	500	4,600	490
from Rt 719	from North	1,300	140	1,400	150	1,600	170
Turns out of Station Road	to South	3,700	100	4,100	110	4,500	150
onto Rt 719	to North	1,300	10	1,400	10	1,600	10

Traffic counts for the proposed interchange improvement for Routes 7, 15, and 719 in Norwalk were also provided for 2007, 2010, and 2030 build and no build scenarios. Table 35 details the average daily traffic volumes for the interchange improvement.

The numbers do not differ greatly between the two estimates, but the interchange improvement numbers do provide greater detail for the intersections of interest.

Table 35: Traffic at Merritt 7 Station for Rt. 7/15/719 Interchange Improvement

<u>Overall Description of Station Access</u>	Name of Road	<i>NO BUILD</i>									<i>BUILD</i>		
		2007 ADT	AM Peak	PM Peak	2010 ADT	AM Peak	PM Peak	2030 ADT	AM Peak	PM Peak	2030 ADT	AM Peak	PM Peak
<i>Main Road</i>	Rt 719 (N of intersection, southbound)	8,800	530	1,400	9,200	590	1,730	10,800	670	1,960	9,600	590	1,760
	Rt 719 (N of intersection, northbound)	9,300	1,610	800	8,900	1,560	750	10,200	1,770	860	9,200	1,520	790
	Rt 719 (S of intersection, southbound)	11,200	490	1,870	11,800	560	2,240	13,700	650	2,530	16,900	1,290	2,700
	Rt 719 (S of intersection, northbound)	11,700	2,050	860	11,500	1,980	820	13,200	2,250	940	10,300	1,540	840
	Rt 719 (at intersection, southbound)	7,500	390	1,380	7,800	440	1,710	9,200	500	1,940	7,300	350	1,660
	Rt 719 (at intersection, northbound)	8,000	1,600	750	7,500	1,550	700	8,600	1,760	790	6,300	1,250	630
<i>Station Road</i>	Glover Avenue (westbound)	5,000	590	130	5,400	580	140	6,200	660	170	6,200	660	170
<i>Station Road</i>	Glover Avenue (eastbound)	5,000	110	540	5,400	130	580	6,100	160	660	6,100	130	670
<i>Turns into Station Road</i>	from South	3,700	450	110	4,000	430	120	4,600	490	150	3,500	280	80
<i>from Rt 719</i>	from North	1,300	140	20	1,400	150	20	1,600	170	20	1,600	170	20
<i>Turns out of Station Road</i>	to South	3,700	100	490	4,000	120	530	4,500	150	590	4,500	120	600
<i>onto Rt 719</i>	to North	1,300	10	50	1,400	10	50	1,600	10	70	1,600	10	70

Table 36 lists the number of accidents that occurred at the intersections used to access the Merritt 7 Station from 2003 to 2007. The highest numbers of accidents occurred on Route 15 ramps, at Exit 40A of Route 15, and at the intersection of Route 15 and Main Avenue (Route 719). Over the four-year period, only 7 accidents occurred at the intersection closest to the rail station – Glover Avenue and Main Avenue.

Table 36: Accidents Recorded near Merritt 7 Station, 10-1-2003 to 9-30-2007

Intersection	# Accidents
Route 15 @ Exit 40A	41
At Exit 40A	7
Exit 40A - Southbound	17
Exit 40A - Northbound	7
.1 Mile North of Exit 40A Southbound	5
30 Feet South of Exit 40A	1
40 Feet North of Southbound Exit 40A	1
50 Feet South of Exit 40A	2
100 Feet North of Soundbound Exit 40A	1
Route 15 @ Exit 40B	16
At Exit 40B	5
Exit 40B Northbound Exit	4
.1 Mile South of Exit 40B	2
.4 Mile North of Exit 40B	1
50 Feet North of Exit 40B	2
75 Feet North of Exit 40B	1
500 Feet South of Southbound Exit 40B	1
Route 15 - Undeclared	55
Northbound Ramp	33
Southbound Ramp	15
Route 15 Southbound Off Ramp	1
Route 15 Southbound On Ramp	2
Route 15 Southbound Entrance Exit 40	1
100 Feet North of Exit 40 Northbound Entrance	2
150 Feet North of Exit 40 Northbound	1
Route 15 & Glover Ave	20
At Intersection	18
30 Feet North of Glover Ave	1
100 Feet North of Glover Ave	1
Route 15 & Main Ave (Route 719)	57
Glover Ave & Main Ave (Rt 719)	7

Figure 23 shows the data from Table 34, Table 35, and Table 36 on a map.



Figure 23: Traffic Conditions, Merritt 7 Station

Future Development/Improvement Projects

The Merritt Parkway/Route 7 interchange and Main St/Glover Ave intersection near the Merritt 7 Rail Station are being improved. The improvements will complete the missing connections between the Merritt Parkway and Route 7, which will result in reduced traffic and accidents on local roads. Additional turning lanes will be built at the intersection of Main St and Glover Ave and a new bridge will be built on Glover Ave.

Wilton Station

The Wilton Rail Station is located at 7 Station Rd near the intersection of Danbury Road (Route 7) and Ridgefield Road (Routes 33 and 106). The parking is operated by the Town of Wilton, and as of September 2006, there was no charge for parking at the station, and no waiting list either. There are 212 parking spaces available for use at the station. Figure 24 shows an aerial view of the Wilton Station.

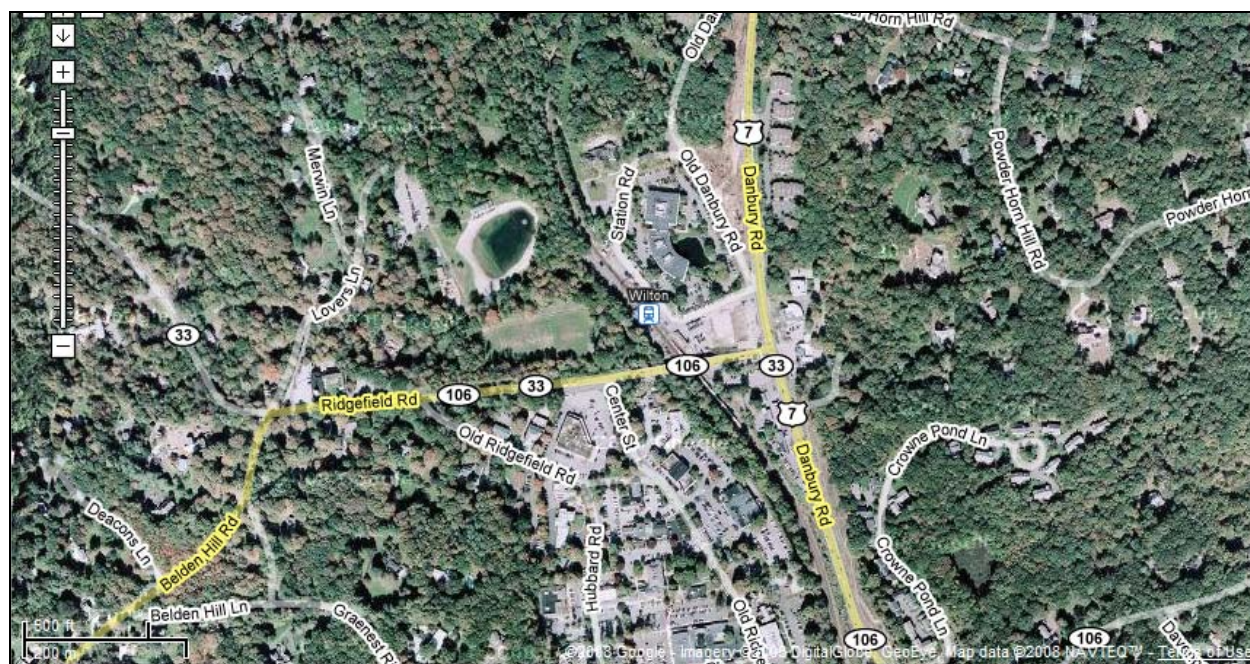


Figure 24: Wilton Station Location

Traffic Conditions

The average traffic volumes for the intersections that are used to access the Wilton Station are listed in Table 37. The table includes 2008 average daily traffic volumes and projected volumes for 2015 and 2030. The table includes daily totals as well as morning peak volumes.

Approximately 15,500 vehicles use the stretch of Route 7 in the vicinity of the Wilton Station daily. The Station Road access has 1,300 vehicles daily and 340 during the morning peak period. Most vehicles turn into Station Road from the north and turn out of Station Road to the south.

Table 37: Traffic at Wilton Station

Wilton Station							
<u>Station Access</u>	Name of Road	2008 ADT	AM Peak	2015 ADT	AM Peak	2030 ADT	AM Peak
<i>Main Road</i>	Route 7 (N of intersection)	15,600	1,560	16,900	1,110	21,000	2,080
	Route 7 (S of intersection)	15,400	1,110	16,700	1,210	20,800	1,500
<i>Station Road</i>	Proposed Station Rd. Access	1,300	340	1,300	340	1,300	340
<i>Turns into Station Road</i>	from South	200	40	200	40	200	40
	from North	1,100	300	1,100	300	1,100	300
<i>Turns from Station Rd</i>	to South	900	160	900	160	900	160
	to North	400	N	400	N	400	N

Table 38 lists the number of accidents that occurred at the intersections used to access the Wilton Station from 2003 to 2007. More than 20 accidents occurred at both the main intersections near the Wilton Station during the study period – Danbury Road & Route 33 and Danbury Road & Old Danbury Road. Only 11 accidents occurred at the intersection of Danbury Road and Station Road during the four-year period.

Table 38: Accidents Recorded near Wilton Station, 10/1/03 to 9/30/07

Intersection	# Accidents
Rt 7 (Danbury Rd) & Rt 33	27
At Intersection	14
South Junction	8
150 Feet North of Rt 33	2
200 Feet North of Ridgefield Rd	1
250 Feet North of Ridgefield Rd	2
Rt 7 (Danbury Rd) & Old Danbury Rd	21
At Intersection	13
50 Feet South of Old Danbury Rd	3
30 Feet South of Old Danbury Rd	1
30 Feet North of Old Danbury Rd	1
100 Feet North of Old Danbury Rd	2
150 Feet North of Old Danbury Rd	1
Rt 7 (Danbury Rd) & Station Rd	11
At Intersection	9
100 Feet North of Station Rd	2
Station Rd & Old Danbury Rd	1

Figure 25 shows the data from Table 37 and Table 38 on a map.



Figure 25: Traffic Conditions, Wilton Station

Cannondale Station

The Cannondale Station is located at 22 Cannon Road in Wilton. Figure 26 is an aerial view of the station and its surroundings. Parking is provided by the Town of Wilton, and as of September 2006, there were 140 free parking spaces with no waiting list for spaces.



Figure 26: Cannondale Station Location

Traffic Conditions

The average traffic volumes for the intersections that are used to access the Cannondale Station are listed in Table 39. The table includes 2008 average daily traffic volumes and projected volumes for 2015 and 2030. The table includes daily totals as well as morning peak volumes.

Route 7 in the vicinity of the Cannondale Train Station sees an average daily traffic volume of 14,000 vehicles. By 2030, Route 7 is projected to have more than 18,000 daily vehicular travelers in the vicinity of the Cannondale Station. The road on which the station is located, Cannon Road, sees an average daily volume of 1,400 vehicles, with 160 during the morning peak period. Traffic on this roadway is also projected to increase.

Table 39: Traffic at Cannondale Station

<i>Overall Description of Station Access</i>	Name of Road	2008 ADT	AM Peak	2015 ADT	AM Peak	2030 ADT	AM Peak
<i>Main Road</i>	US Route 7 (N of intersection)	14,000	1,440	15,700	1,610	18,300	1,880
	US Route 7 (S of intersection)	14,100	770	15,800	860	18,400	1,000
<i>Station Road</i>	Cannon Road	1,400	160	1,500	180	1,900	210
<i>Turns into Station Rd</i>	from South	750	70	800	80	1,000	90
	from North	650	90	700	100	900	120
<i>Turns from Station Rd</i>	to South	750	60	800	70	1,000	80
	to North	650	50	700	60	900	80

Table 40 lists the number of accidents that occurred at the intersections used to access the Cannondale Station from 2003 to 2007. Over the four-year period, there were 25 accidents at the intersection of Danbury Road and Cannon Road.

Table 40: Accidents Recorded near Cannondale Station, 10/1/03 to 9/30/07

Station	Town	Intersection	# Accidents
Cannondale	Wilton	Rt 7 (Danbury Rd) & Cannon Rd	
Cannondale	Wilton	At Intersection	25
Cannondale	Wilton	100 Feet South of Cannon Rd	2
Cannondale	Wilton	40 Feet South of Cannon Rd	1
Cannondale	Wilton	30 Feet South of Cannon Rd	1
Cannondale	Wilton	30 Feet North of Cannon Rd	1
Cannondale	Wilton	Cannon Rd & Pimpewaug Rd	2

Figure 27 shows the data from Table 39 and Table 40 on a map.



Figure 27: Traffic Conditions, Cannondale Station

Branchville Station

Branchville Railroad Station is located in Ridgefield, CT directly off of Route 7, near the intersection of Route 7 and Route 102. Its street addresses are 7 US Highway 7 and 787 Branchville Road. Figure 28 provides an aerial view of the Branchville Station and its surroundings. Access to the station is by bridge and across an ungated at-grade railroad crossing. Parking is operated by the Town of Ridgefield.

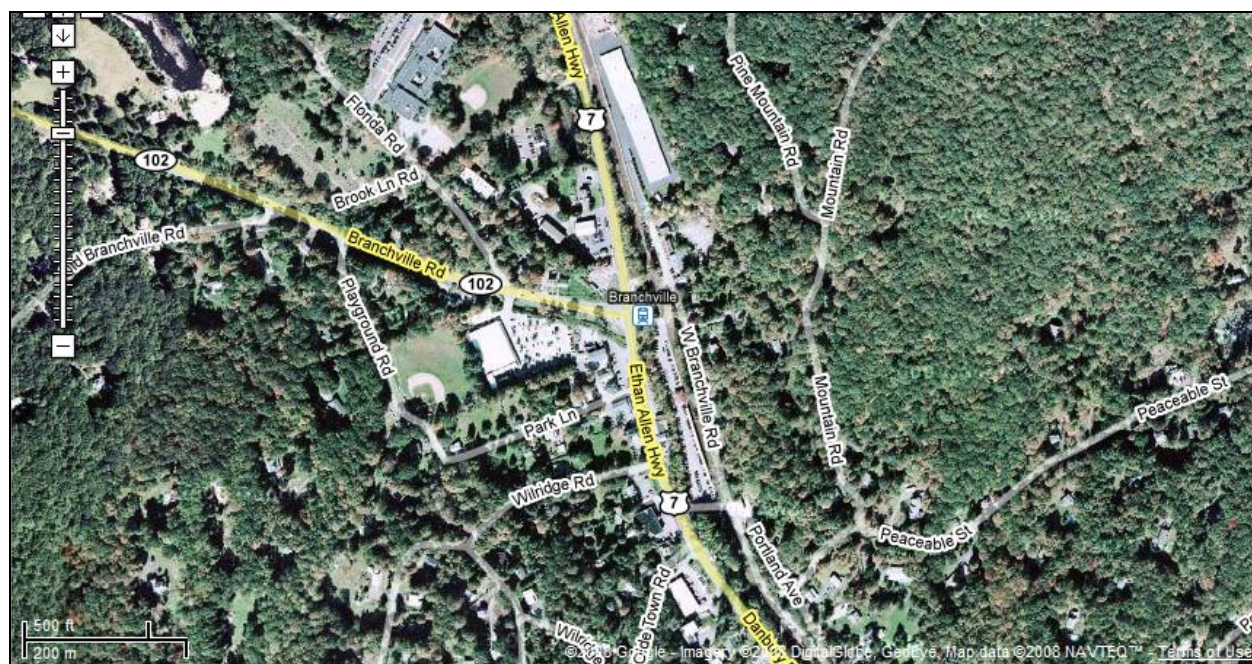


Figure 28: Branchville Station Location

Traffic Conditions

The average daily traffic volumes (ADT) for roads in the vicinity of Branchville Station in 2008 are listed in Table 41.

Table 41: Traffic at Branchville Station

Road	Segment	2008 ADT
Ethan Allen Hwy	North of Depot Rd	16,100
Ethan Allen Hwy	Between Depot Rd & Park Ln	20,200
Branchville Rd	Between Florida Rd & Ethan Allen Hwy	6,800

Table 42 lists the number of accidents that occurred at the intersections used to access the Branchville Station from 2003 to 2007. Figure 29 shows this data on a map. Over the four-year period, 27 accidents occurred at the intersection of Routes 7 and 102.

Table 42: Accidents Recorded near Branchville Station, 10/1/03 to 9/30/07

<u>Intersection</u>	<u># Accidents</u>
Rt 7 (Ethan Allen Hwy) & Rt 102 (Branchville Rd)	21
At Intersection	16
50 Feet South of Route 102	1
50 Feet North of Route 102	1
35 Feet North of Route 102	1
100 Feet North of Route 102	2
Rt 7 (Ethan Allen Hwy) & Depot Rd	5
Rt 102 (Branchville Rd) & Rt 7 (Ethan Allen Hwy)	6
At Intersection	4
75 Feet West of Route 7	1
At Depot Rd	1



Figure 29: Traffic Conditions, Branchville Station

Future Development/Improvement Projects

The Ridgefield Planning & Zoning Department reported that the Branchville Center Study (a mini Plan of Conservation and Development from 2001-2002) produced a ‘recommended concept plan’ for the area in the vicinity of the train station, but nothing has been adopted yet. Also in that report there is discussion about changing zoning to ‘transportation-oriented use’ or ‘village district like-CBD’ or ‘transit-oriented development,’ but again, there are no concrete plans that have come out of the study.

West Redding Station

The West Redding Train Station is located at 3 Long Ridge Road in Redding, just west of Route 53, near the Bethel and Danbury border. Parking is operated by the Town of Redding. Figure 30 provides an aerial view of the West Redding Station location and its surroundings.

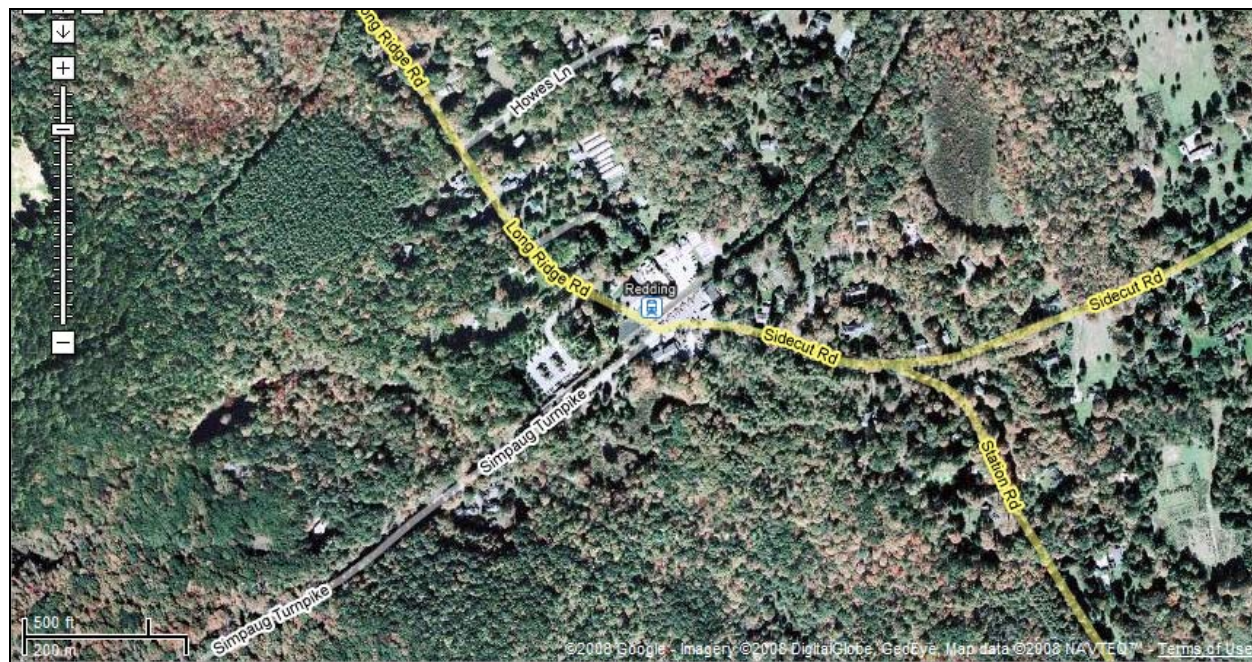


Figure 30: West Redding Station Location

Traffic Conditions

The average daily traffic volumes (ADT) for roads in the vicinity of West Redding Station in 2008 are listed in Table 43.

Table 43: Traffic at West Redding Station

<u>Road</u>	<u>Segment</u>	<u>2008 ADT</u>
Long Ridge Rd	Between Howes Ln & Simpaug Tpke	2,300

Table 44 lists the number of accidents that occurred at the intersections used to access the Redding Station from 2003 to 2007. Figure 31 shows this data on a map. Over the four-year period, seven accidents occurred at Long Ridge Road and Simpaug Turnpike and only three accidents occurred at West Redding Road and Long Ridge Road.

Table 44: Accidents Recorded near Redding Station, 10/1/03 to 9/30/07

<u>Station</u>	<u>Town</u>	<u>Intersection</u>	<u># Accidents</u>
Redding	Redding	Long Ridge Rd & Simpaug Tpke	7
Redding	Redding	W Redding Rd & Long Ridge Rd	3



Figure 31: Traffic Conditions, West Redding Station

Future Development/Improvement Projects

The Redding Planning and Zoning Department reported that they have no jurisdiction at the Redding Station. The Department does not have any knowledge of future development planned in the vicinity of the Redding Rail Station.

Bethel Station

The Bethel Station is located at 13 Durant Ave in Bethel. Figure 32 is an aerial view of the Bethel Station and its surroundings. Parking is operated by the Town of Bethel.

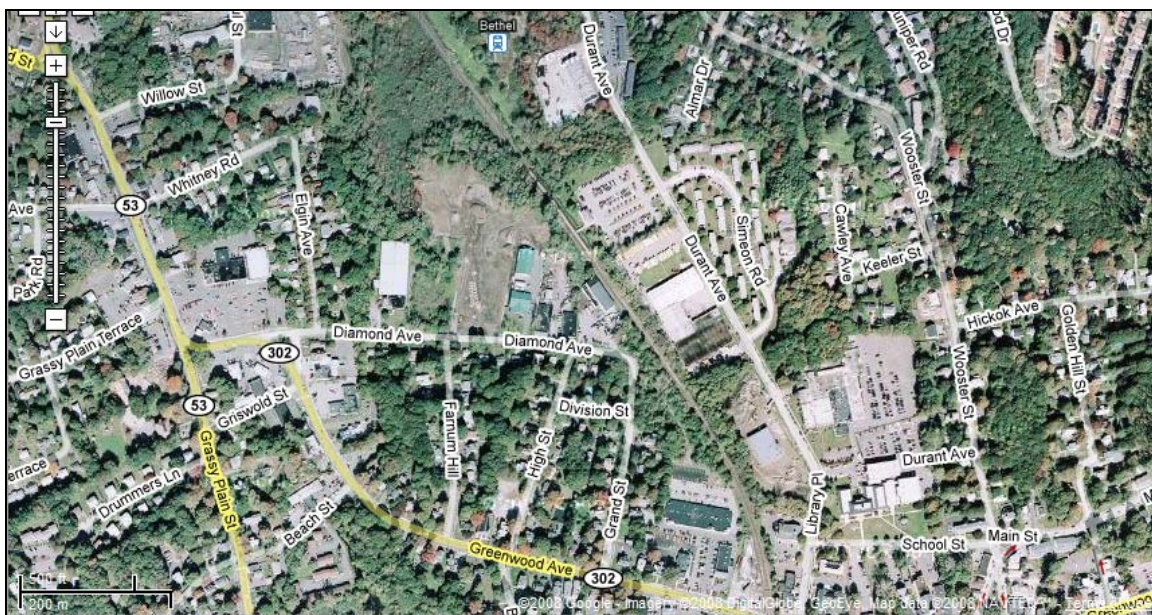


Figure 32: Bethel Station Location

Traffic Conditions

Traffic counts were not conducted on roads in the vicinity of Bethel Station. Therefore, average daily traffic volumes are not available.

From 2003 to 2007, only four accidents occurred at the intersections used to access the Bethel Station. These accidents, shown in Figure 33, occurred at Wooster Street and Durant Avenue.



Figure 33: Traffic Conditions, Bethel Station

Future Development/Improvement Projects

From the Bethel Land Use Department, the 2007 Bethel Plan of Conservation and Development (POCD) has plans for the Bethel Rail Station and its environs. The Plan includes transit-oriented development (TOD), and parking and platform expansion.

The POCD includes plans for the Bethel Train Station platform and parking area:

Currently, access to the train station is only from the east side of the tracks. The Commission recommends that there be consideration of a west side platform for commuters living on the west side of the tracks. Since there is only one rail line, trains stopping at Bethel could open doors on both sides of the track to let passengers enter and exit from the most convenient side. If it is possible to build a west side platform, additional parking on the west side should be constructed, as well as bicycle facilities and additional sidewalks to improve access to and use of the train.

The POCD notes that Census and HART studies show Bethel as desirable for transit-oriented-development due to the transit commuting to NYC from Fairfield County and increased employment opportunities in Fairfield County for people living in northern Fairfield County and working to the south.

Danbury Station

The Danbury Rail Station is located at 1 Patriot Dr, off White Street. Figure 34 provides an aerial view of the Danbury Station Location. Parking is provided by the Danbury Parking Authority.

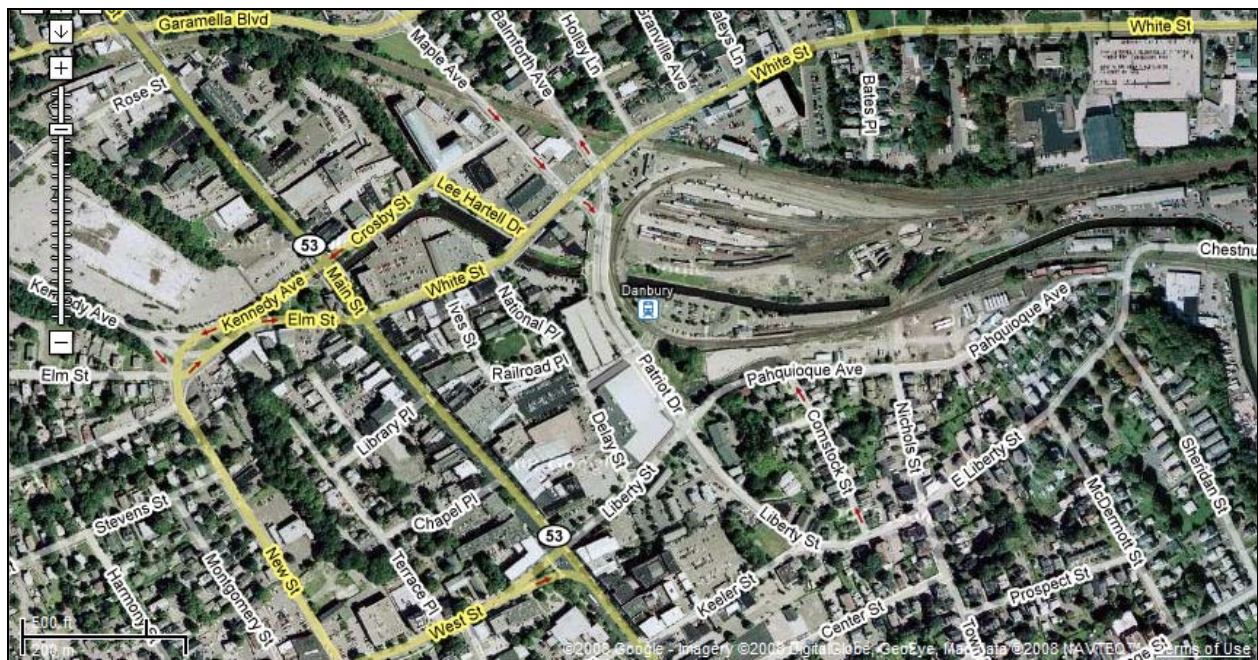


Figure 34: Danbury Station Location

Traffic Conditions

The average daily traffic volumes (ADT) for roads in the vicinity of Danbury Station in 2008 are listed in Table 45.

Table 45: Traffic at Danbury Station

<u>Road</u>	<u>Segment</u>	<u>2008 ADT</u>
Patriot Dr	Between White St & Liberty St	16,100
Liberty St	Between Main St & Delay St	11,400
White St	Between Moss Ave & Fifth Ave	18,800
Pahquioque Ave	Between Nichols St & E Liberty St	3,800

Table 46 lists the number of accidents that occurred at the intersections used to access the Danbury Station from 2003 to 2007. Figure 35 shows this data on a map. Over the four-year period, there were 53 accidents at the intersection of Main Street and Crosby Street, 21 accidents at the intersection of Main Street and Kennedy Avenue, 40 accidents at the intersection of Patriot Drive and White Street, 30 accidents at the intersection of Patriot Drive and Liberty Avenue, and 28 accidents at the intersection of Balmforth Street and White Street.

Table 46: Accidents Recorded near Danbury Station, 10/1/03 to 9/30/07

<u>Intersection</u>	<u># Accidents</u>
Route 53 (Main St) & Crosby St	53
At Intersection	43
Within 30 Feet of Crosby St	3
Within 50 Feet of Crosby St	3
Within 100 Feet of Crosby St	4
Route 53 (Main St) & Kennedy Ave	21
At Intersection	18
50 Feet North of Kennedy Ave	1
100 Feet North of Kennedy Ave	2
Route 53 (Main St) & White St	7
At Intersection	2
100 Feet South of White St	5
Patriot Dr & White St	40
Patriot Dr & Liberty Ave	30
Patriot Dr & Independence Way	5
Lee Hartell St & Crosby St	4
Lee Hartell St & White St	7
Balmforth St & White St	28
Ives St & White St	15
National Pl & Railroad Pl	2
National Pl & White St	2
Delay St & Liberty St	22



Figure 35: Traffic Conditions, Danbury Station

Future Development/Improvement Projects

According to the Danbury Department of Public Works, the City is in the process of the 'White Street Streetscape Improvement' from Bates Place & 5th Avenue to Main Street. The project involves roadway widening and sidewalk improvement. There is no new construction.

4.3 Major Roadways in Vicinity of Harlem Line Stations

The road network at the southern edge of the New York/Connecticut border consists of mostly roads running north and south crossing the border rather than roads running east and west. State Highways 123, 137, and 172 in New York provide travel options for commuter rail station-bound commuters. Obviously Route 7 (Danbury Road) is a major corridor in Connecticut and the Merritt Parkway is another important road in the region.

Harlem Line Stations used by Connecticut residents are generally located along I-684. The stations further north are located near the intersection of I-84 and I-684 and the ones further south are located along the Saw Mill River Parkway. The following pages explain and show the road networks surrounding each station.

Brewster and Southeast (Brewster North) Stations

Both Brewster Stations are located near I-84 and I-684. Figure 36 shows the road network around the Brewster and Southeast (Brewster North) Stations. State Highway 6/Carmel Ave. and State Highway 312 are also located close to the southeast Station. State Highway 6/Carmel Ave., State Highway 22/Branch Ave., and State Highway 6/Danbury Road are all located near the Brewster Station.

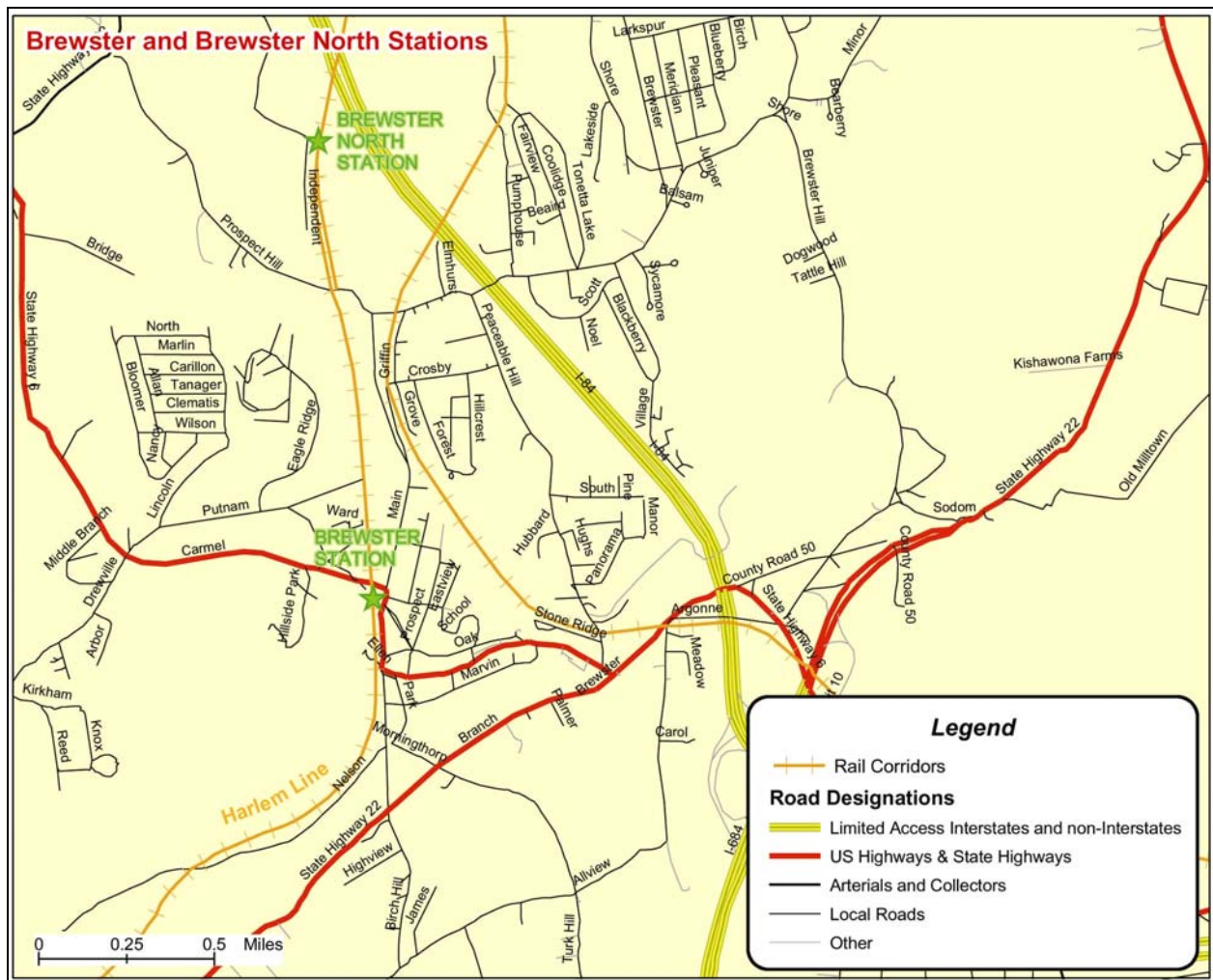


Figure 36: Road Network around Brewster and Brewster North Stations

Croton Falls and Purdy's Stations

Figure 37 shows the road network surrounding the Croton Falls Station and Purdy's Station. Both stations are located in very close proximity to I-684. In addition to I-684, the Croton Falls Station is located in close proximity to Brewster Ave., State Highway 116, and Croton Falls Road. Purdy's Station is even closer to State Highway 116 and is also located near Route 202 and Purdy's Road.

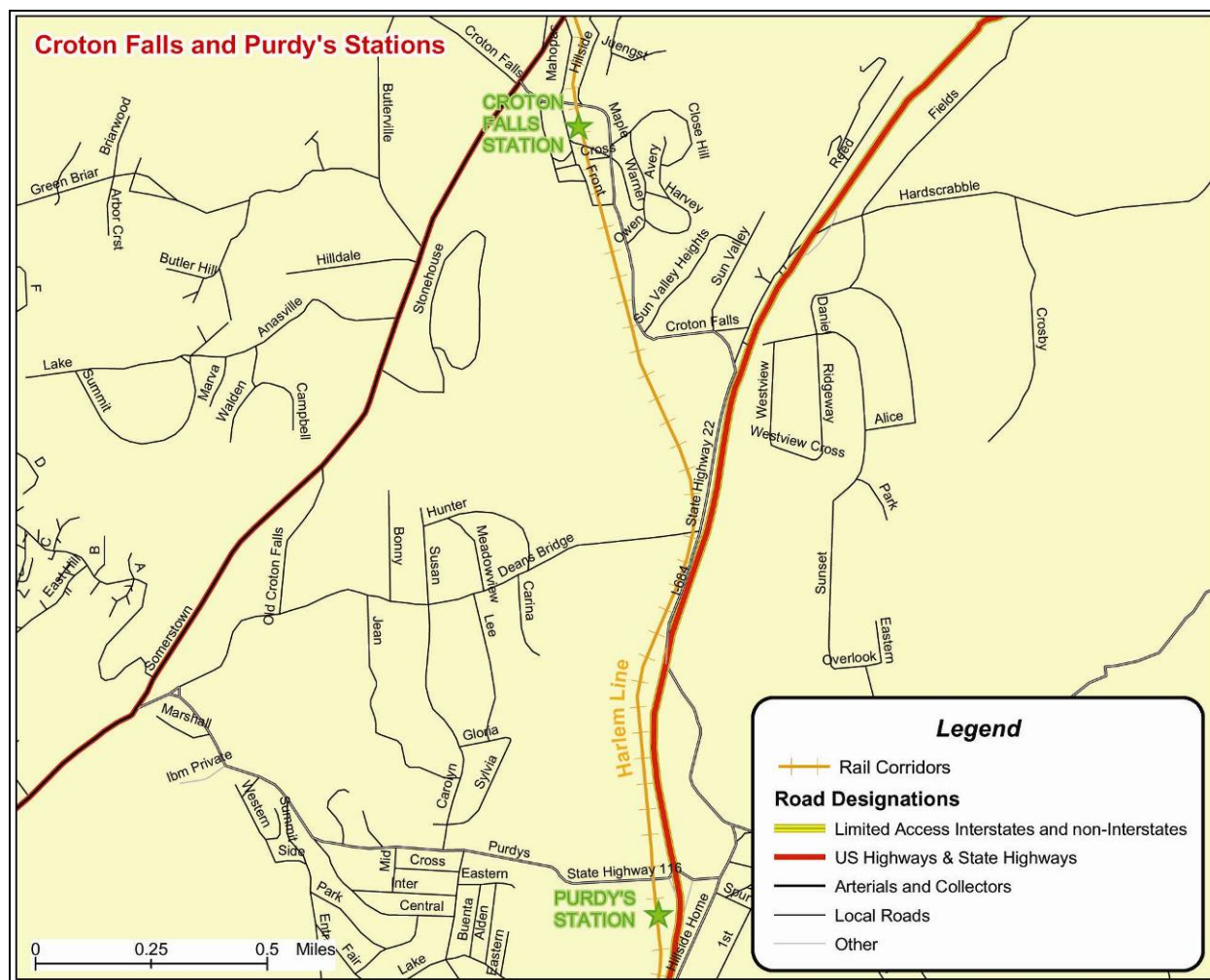


Figure 37: Road Network around Croton Falls and Purdy's Stations

Golden's Bridge and Katonah Stations

The Golden's Bridge and Katonah Stations are also located adjacent to I-684. State Highway 138 passes by the Golden's Bridge Station as does State Highway 22 (Golden's Bridge Road). The Katonah Station is located just south of the fork in Woods Bridge Road (Woods Bridge Road and Cross River Road). Saw Mill River Road and Golden's Bridge/Jay Roads also pass by the Katonah Station. Figure 38 displays the road network surrounding the Golden's Bridge and Katonah Stations.

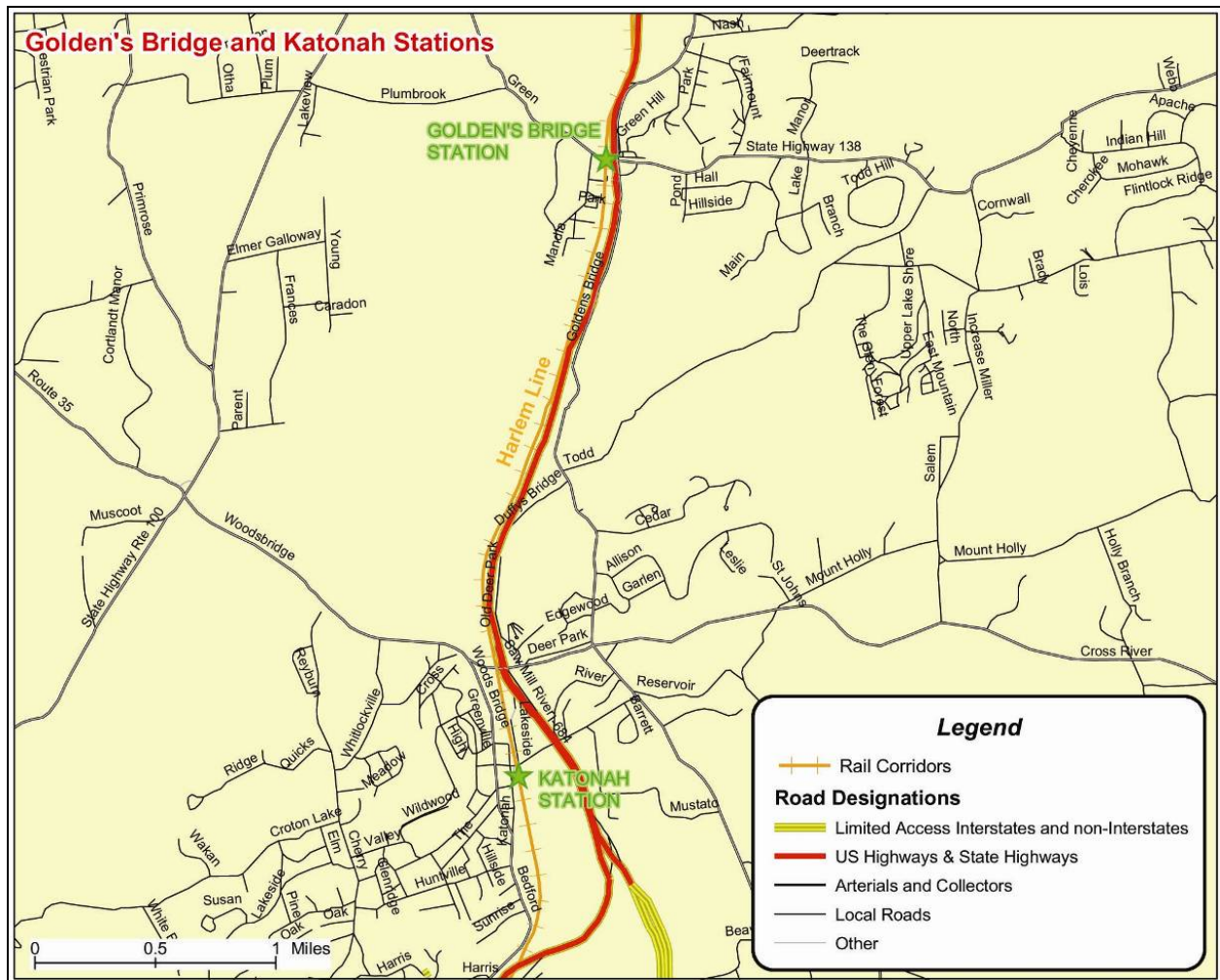


Figure 38: Road Network around Golden's Bridge and Katonah Stations

Bedford Hills and Mt. Kisco Stations

The southernmost two stations used by Housatonic Valley residents are the Bedford Hills and Mt. Kisco Stations, which are located after the tracks turn away from Connecticut and head towards New York City. Figure 39 shows the road network around these two stations. The two stations are flanked by Saw Mill River Road on the west and Bedford Road on the east. I-684 runs along east of the two stations. State Highways 133, 172, and 117 are located near the Mt. Kisco Station.

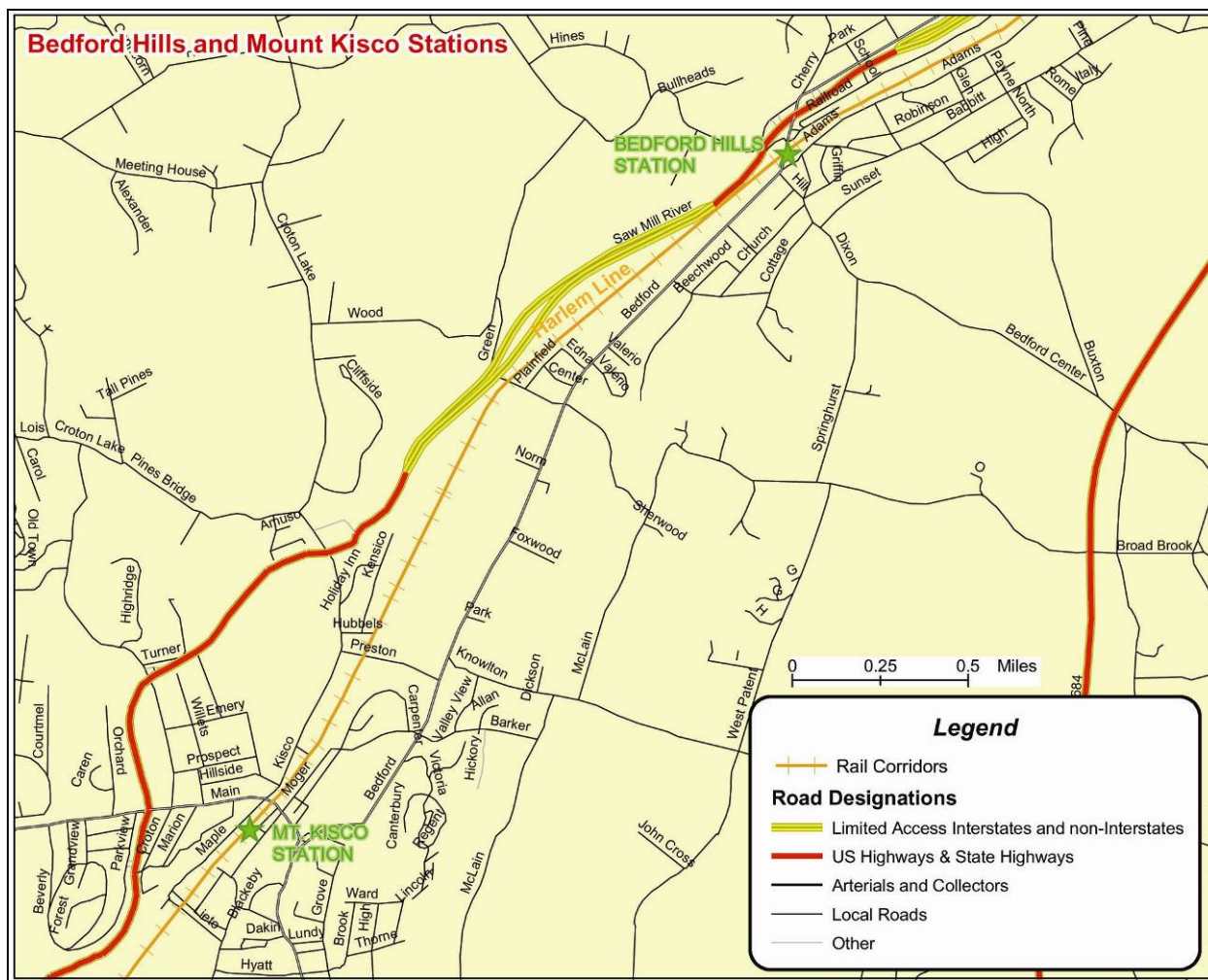


Figure 39: Road Network around Bedford Hills and Mount Kisco Stations

4.4 Park and Ride Lots

Park and ride lots for commuters are also located within the corridor. State-owned park and ride lots are located in Danbury, Bethel, Redding, Ridgefield, Wilton (2), and Norwalk. Table 47 lists the capacity and 2009 use by location.

Table 47: Park and Ride Locations in Corridor

Town	Location	Capacity	2009 Use	2009 % Use
Danbury	Patriot Dr. @ Railroad Station	147	72	49%
Bethel	Durant Ave. @ Railroad Station	197	149	76%
Redding	Long Ridge Rd. @ Railroad Station	82	46	56%
Ridgefield	Rt. 7 & Depot Rd. @ Branchville Railroad Station	168	140	83%
Wilton	Rt. 106 & Station Rd. @ Wilton Railroad Station	167	116	69%
Wilton	Rt. 7 & Cannon Rd. @ Cannondale Railroad Station	140	114	81%
Norwalk	Rt. 15 @ Rt. 7 & Glover Ave. Exit 7) Railroad Station	88	83	94%

4.5 Bicycle and Pedestrian Facilities

CDOT's 2009 *Connecticut Statewide Bicycle and Pedestrian Transportation Plan* provides an inventory of existing bicycle and pedestrian facilities across the state as well as proposed facilities from the regional planning agencies. In Norwalk, an off-road bicycle and pedestrian trail exists along the Route 7 corridor between I-95 and the Merritt Parkway (Norwalk River Valley Multipurpose Trail). In Wilton, the Olmstead Hill Road to Wolfpit Road Trail is located along the Route 7 corridor. Throughout the rest of the corridor, the HVCEO and SWRPA have proposed on-road multi-use trail improvements along Route 7 from Norwalk to Georgetown and from Danbury to New Milford. The trail routes for both existing trails and proposed trails are shown in Figure 40 and Figure 41, one each for the HVCEO and SWRPA regions.

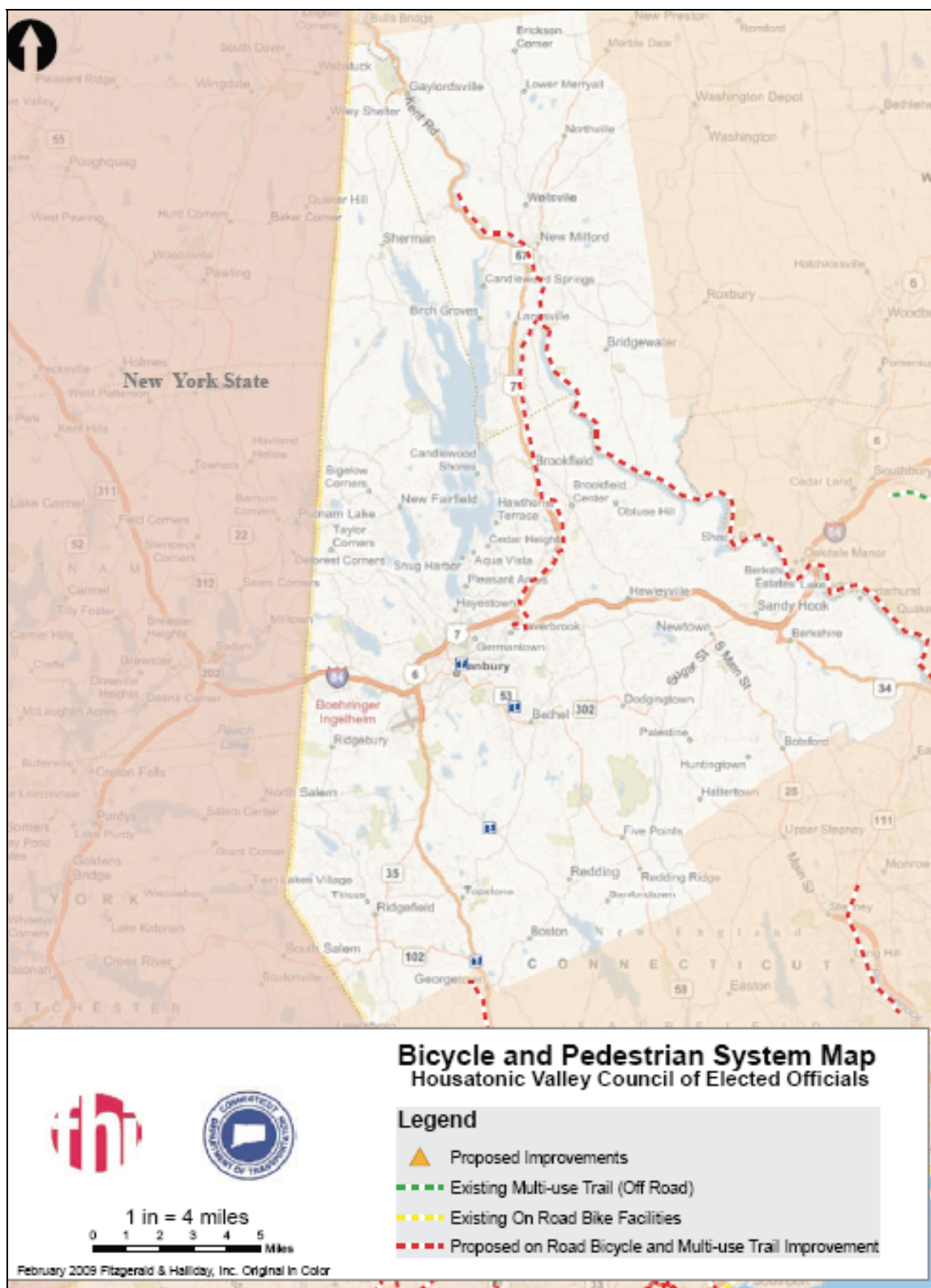


Figure 40: Map of Bicycle and Pedestrian Trails in HVCEO Region

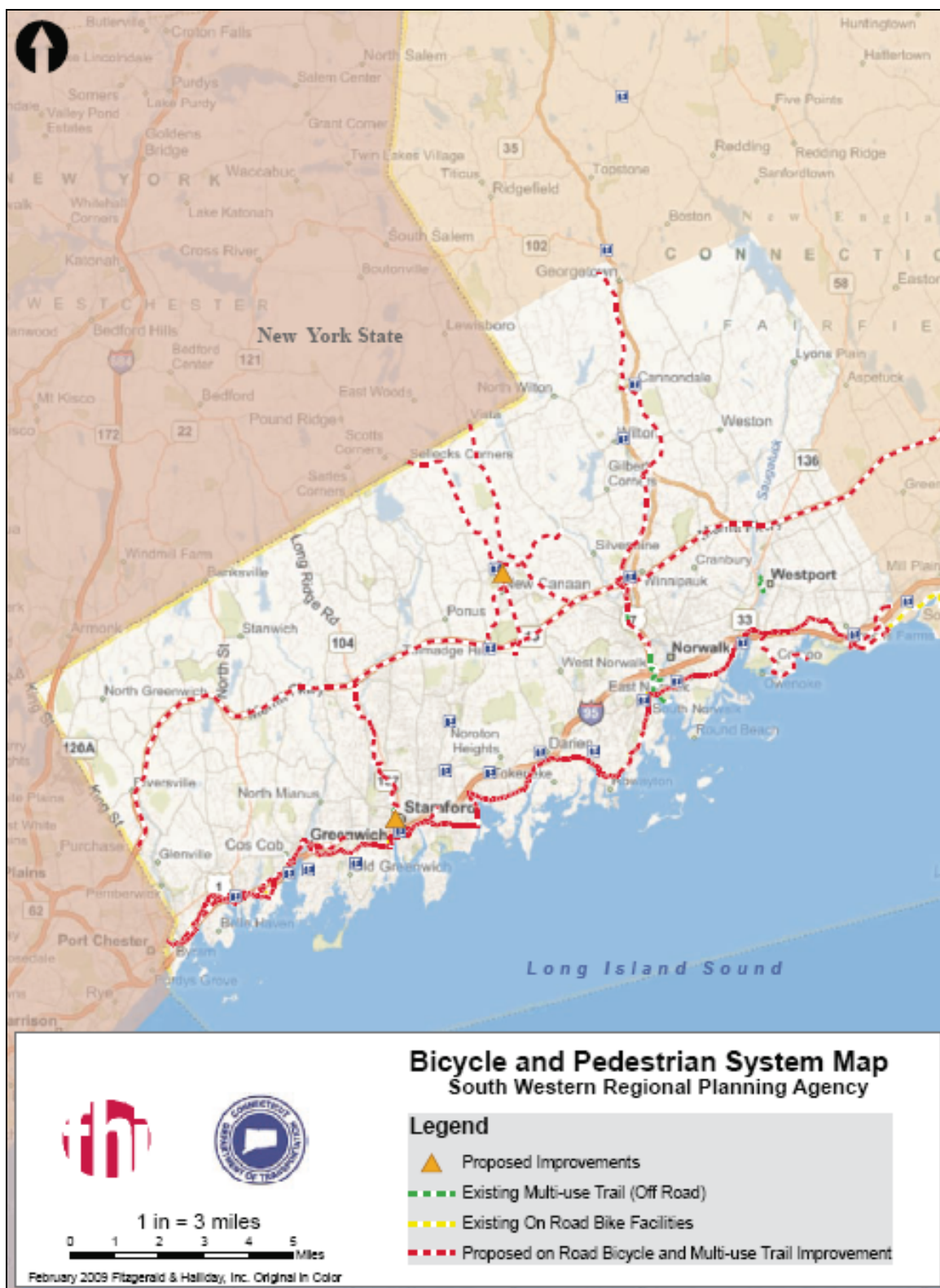


Figure 41: Map of Bicycle and Pedestrian Trails in SWRPA Region